



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

DEC 16 2005

Dear Mr. Szeptycki:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

Under the federal Oil Pollution Act (OPA), state and federal natural resource agencies – often referred to as the trustees – are responsible for making the environment and public whole for injuries to natural resources and natural resource services resulting from a discharge of oil. Since the *Athos I* incident, natural resource agencies within the states of Delaware and New Jersey and Commonwealth of Pennsylvania, have been working together with the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration (NOAA) to determine the extent of injuries and the need for restoration. As part of this natural resource damage assessment (NRDA) process, we are developing a list of restoration ideas. We want to identify priority habitats and resources that could be restored and/or enhanced, as well as potential sites that require restoration or protection. We are writing this letter to you to solicit your help with this important task.

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RESTORATION SELECTION FACTORS AND GUIDANCE: To guide the process of evaluating and selecting restoration ideas and projects, the trustees have developed selection factors (attached), based on the legal requirements of the OPA. To be considered, a project must, at a minimum, --

- demonstrate a connection between natural resource injuries/losses to the public *and* proposed restoration efforts,
- be technically feasible, and
- have a high likelihood of success

Initial findings from the trustees' injury assessment studies indicate injuries to shorelines (e.g., wetlands, beaches, etc), birds and wildlife, benthic habitats, and public uses. To help focus your ideas for restoring these types of resources, we have developed the following list of the kinds of restoration projects that might be appropriate.





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

DEC 16 2005

Dear Dr. Robertson:

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National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
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Silver Spring, Maryland 20910

DEC 16 2005

Dear Dr. van Rossum:

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National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

DEC 16 2005

Dear Mr. Rupert:

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NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

DEC 16 2005

Dear Ms. Reynolds:

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National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
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Dear Ms. Klein:

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National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Starr:

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Neukrug:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
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Dear Mr. Kosiak:

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NATIONAL OCEAN SERVICE
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Dear Mr. Reichert:

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National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
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Silver Spring, Maryland 20910

Dear Dr. Hart:

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NATIONAL OCEANIC SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Burton:

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Dear Mr. Focht:

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Silver Spring, Maryland 20910

Dear Ms. Mann:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

Under the federal Oil Pollution Act (OPA), state and federal natural resource agencies – often referred to as the trustees – are responsible for making the environment and public whole for injuries to natural resources and natural resource services resulting from a discharge of oil. Since the *Athos I* incident, natural resource agencies within the states of Delaware and New Jersey and Commonwealth of Pennsylvania, have been working together with the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration (NOAA) to determine the extent of injuries and the need for restoration. As part of this natural resource damage assessment (NRDA) process, we are developing a list of restoration ideas. We want to identify priority habitats and resources that could be restored and/or enhanced, as well as potential sites that require restoration or protection. We are writing this letter to you to solicit your help with this important task.

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Initial findings from the trustees' injury assessment studies indicate injuries to shorelines (e.g., wetlands, beaches, etc), birds and wildlife, benthic habitats, and public uses. To help focus your ideas for restoring these types of resources, we have developed the following list of the kinds of restoration projects that might be appropriate.





UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Dr. Schaeffer:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Lewandowski:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Duff:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Rice:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Kunze:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Ms. Maclin:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEANIC SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Dillingham:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Kessler:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Weinstein:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. DiPasquale:

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. White:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEANIC SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Harvey:

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Mr. Manus:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

Under the federal Oil Pollution Act (OPA), state and federal natural resource agencies – often referred to as the trustees – are responsible for making the environment and public whole for injuries to natural resources and natural resource services resulting from a discharge of oil. Since the *Athos I* incident, natural resource agencies within the states of Delaware and New Jersey and Commonwealth of Pennsylvania, have been working together with the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration (NOAA) to determine the extent of injuries and the need for restoration. As part of this natural resource damage assessment (NRDA) process, we are developing a list of restoration ideas. We want to identify priority habitats and resources that could be restored and/or enhanced, as well as potential sites that require restoration or protection. We are writing this letter to you to solicit your help with this important task.

RESTORATION PROJECTS: Attached is a Form that can be filled out and returned to us with your ideas. Please note that this is not a solicitation or formal request for proposals. The information provided in response to this request will be used to develop specific restoration alternatives. We will then evaluate a reasonable range of alternatives in a Draft Restoration Plan that will be presented to the public for review and comment later next year. Following public comments, we will prepare a final Restoration Plan and request funding from the Oil Spill Liability Trust Fund for implementation of the preferred restoration projects.

RESTORATION SELECTION FACTORS AND GUIDANCE: To guide the process of evaluating and selecting restoration ideas and projects, the trustees have developed selection factors (attached), based on the legal requirements of the OPA. To be considered, a project must, at a minimum, --

- demonstrate a connection between natural resource injuries/losses to the public *and* proposed restoration efforts,
- be technically feasible, and
- have a high likelihood of success

Initial findings from the trustees' injury assessment studies indicate injuries to shorelines (e.g., wetlands, beaches, etc), birds and wildlife, benthic habitats, and public uses. To help focus your ideas for restoring these types of resources, we have developed the following list of the kinds of restoration projects that might be appropriate.



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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Ms. O'Byrne:

On November 26, 2004, the 750-foot tanker *M/T Athos I* struck submerged objects in the Delaware River near Philadelphia, puncturing the vessel's hull and breaching a center cargo tank and portside water ballast tank. About 265,000 gallons of Venezuelan crude oil spilled into the river, affecting more than 200 miles of shoreline, birds, marsh vegetation, benthic habitat, and recreation.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
Office of Response and Restoration
Silver Spring, Maryland 20910

Dear Ms. Waller:

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